

Trenches at Lille Lost to Germans, Then Retaken

FINAL
EDITION

The

Evening

World.

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PRICE ONE CENT.

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NEW YORK, THURSDAY, JANUARY 7, 1915.

18 PAGES

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FEAR OF ANOTHER SUBWAY BLOWOUT STIRS INVESTIGATORS TO ACTION

GERMAN LINE PUSHED BACK IN HOT FIGHTING, SAYS PARIS; BERLIN, TOO, CLAIMS GAINS

Progress Made Toward St. Mihiel in Alsace and Near Lille, Says French Report—Germans Report Repulse in Argonne.

PARIS, Jan. 7.—The French War Office in its report to-day says the German line is being pushed backward at various places. Mention is made of an important advance in the Woivre district resulting in the capture of a portion of the German first line. An advance in this district, if continued, might threaten the German wedge in the French line which reaches southward to St. Mihiel. In Upper Alsace also the forward movement of the French is said to have continued.

A determined German aerial raid directed against Dunkirk and the ammunition and supply bases in that vicinity is reported to have been defeated by the accurate fire of the French aerial guns mounted about that city.

Desperate fighting took place last night and to-day in the vicinity of Lille. The Germans made a determined attack against a line of trenches under cover of mine throwers and artillery. The onslaught was so terrific that the French were compelled to abandon the trench, but later, when reinforcements had been brought up, they attacked in force and recovered the ceded territory.

In the report issued at Berlin to-day there is no mention of the fighting about Lille. The Germans speak of a battle north of Arras over trenches captured from the allies by storm, but Paris is silent on that incident.

According to the French report there was no fighting of consequence in the Argonne, but Berlin claims gains in the eastern and western part of the forest.

Berlin reports the repulse of a French night attack near Cerny, Alsace. Paris reports say two German attacks were repulsed in this region. Progress toward Altkirch is also claimed by Paris.

The text of the Paris War Office report follows: "During the day of Jan. 6 there occurred, from the sea to the Lys nothing other than artillery fighting, in which we had almost always the advantage. Our batteries put to flight certain German aviators who were coming in the direction of Dunkirk, and they compelled a cessation of the German mine-throwers in the region of Zillebeke.

The enemy bombarded violently the head of the Belgian bridge to the south of Dixmude.

"In the region of Lille we repulsed with success a violent German attack on one of our trenches. This trench, in the beginning lost by us, was recaptured with great brilliancy and by the exploding of mines. We demolished a portion of the German field works.

"Between the Somme and the Aisne there has been nothing to report except artillery engagements.

"To the east of Rheims, on the Alger farm, was exploded some mines yesterday evening. This resulted in the stopping of the enemy's field work.

"In the Argonne, to the west and to the north of Verdun, there were yesterday artillery engagements in which the enemy did not show much activity.

"In the Woivre district the advance made by us to the north-west of Flirey is more important than was at first taken to be the case. We made ourselves masters of a portion of the enemy's first line.

"At Steinbach and at the adjoining heights the enemy has not delivered a counter-attack. A persistent rain, together with the state of the ground, made any operations difficult. We have retained all the positions conquered by us in preceding days. There were two attacks on the part of the enemy—one to the west of Watwiller, and the other near Kolschlag. Both were immediately repulsed. We have made progress in the direction of Altkirch by occupying the forests situated four kilometres (2.5 miles) to the west of this town. Our heavy artillery reduced to silence that of the enemy.

"During all the day of Jan. 6 the enemy bombarded the hospital at Thann."

Desperate Fighting Near Arras Reported by Berlin War Office

BERLIN (by wireless to London), Jan. 7 (Associated Press).—The German official communication on the progress of the war given in Berlin this afternoon reports that further advances have been made by the Germans in the western part of the Forest of Argonne and that desperate fighting is going on to the north of Arras. French attacks in the eastern portion of the Argonne Forest and to the west of Sennheim (Germany), in Alsace, the statement says, were repulsed.

In their operations against the Russians the Germans claim to be

(Continued on Second Page.)

BRONX GRAND JURY TO BE GIVEN FACTS IN ROGERS TANGLE

Will Be Asked to Decide if Lawyer Is Guilty of Any Crime.

START INQUIRY MONDAY

Prosecutor Says Official Consideration Has Been Extended to Limit.

The Grand Jury of Bronx County will be asked by District Attorney Martin Monday to look into all the data which the District Attorney has about Loris Elton Rogers and determine whether he is guilty of any crime in the course of his triple domestic entanglements.

It will be asked to say whether his relations with Mrs. Ida Sniffen Walters, the mother of his two children who died of poison given by her, in themselves were a violation of law. They will be asked to decide whether he purchased the poison, and, if he did, whether he purchased it legally and for a legal purpose.

"There has been much criticism of this office," said Mr. Martin, "for not having taken action before now. But until to-day it has been my impression that the unfortunate woman in the hospital was at the point of death. She is now on the way to a speedy recovery and the matter stands differently.

"Official consideration for the misery which the man has been undergoing has gone as far as is proper. It is a question in my mind whether the interests of justice do not require that he be barred from the hospital and from communicating with his wife, who is actually a prisoner charged with two homicides."

Mr. Martin recalled that when Mrs. Walters first came down stairs to give the alarm that the children were poisoned she said to her landlady, Mrs. Burns: "Johnny has taken poison and has given it to the baby. I have given them ipecac."

Later she said she had herself taken poison and had taken a quantity of ipecac, which acted as an emetic. Apparently she was able to save her own life, though she did not save the lives of her children, Mr. Martin observed.

He added: "When I visited the home of Rogers, just after the poisoning, the house was littered with letters and papers and photographs, all of which might have been enlightening to the authorities. Before the detectives made a second visit Rogers and his divorced wife, Anna Roque more Rogers, went to the house and gathered up every scrap of possible evidence and it was taken away and secreted."

The District Attorney has learned that in the course of his friendship for Mrs. Roque more Rogers the lawyer acted as her attorney, notably in a lease transaction against a cousin, Fernand Wood, a cotton oil broker. Mr. Martin has also learned that Mrs. Walters has an uncle, Eli-Jah Sniffen, employed by the Aque duct Commission at Valhalla.

Some of the persons who have visited Rogers at the hospital say that he has been goaded by public criticism to the point of making a full statement of his side of the case.

Mine Blows Up Another Danish Ship. COPENHAGEN, Jan. 7.—The Danish steamer Shingel has been sunk by striking a mine in the North Sea and seventeen members of her crew drowned.

STEAMSHIPS DUE TO-DAY.

Philadelphia, San Juan 10 A.M.
Carolyn, Cristobal 12 M.

Two City Heroes Who Figured In the Great Subway Tie-Up FIREMAN O'REILLY AND POLICEMAN BISHOP.



FIREMAN AND COP PROVE TO BE THE HEROES OF SUBWAY

Though Overcome They Went Back on the Work of Rescue After Being Revived.

Two of the many members of the city's Police and Fire Departments who rendered efficient aid to the helpless passengers in the subway accident yesterday were Joseph O'Reilly, a member of Truck Company No. 23 and George J. Bishop, a patrolman attached to the Traffic Squad.

O'Reilly was overcome by the smoke three times, and the last time his condition was so serious that Mrs. Henry Russell Drovine, a volunteer nurse and automobile ambulance provider, summoned a priest to administer to him the last rites of the Church.

This fireman carried out five unconscious women when rescuers counted in saving lives. He got three of them after he had been revived by the use of the pulmotor. Even after he had been revived the fourth time he tried to break away and go back into the tube.

Bishop was one of the first to enter the tube after the fire alarm was sounded. He went in from the Fifty-sixth street station and ran down to the stalled trains. With the assistance of a citizen named Phillips he carried two women to the Fifty-fifth street emergency exit, and then went back and got two more. Later, after he had been overcome by smoke and revived by the pulmotor treatment, he made a search of the tunnel with a lantern and aided in rescuing several persons.

BIG WAR IS TURNING MEN BY THE THOUSANDS INTO RAVING MANIACS.

WASHINGTON, Jan. 7.—Europe's war is converting thousands of men into raving maniacs, according to Major J. J. Dickinson of the State Department, who recently saw fighting in the trenches near Soissons.

"They don't fire at each other," he said, "but the din of artillery directed at the covered trenches is positively maddening. Now and then I saw men jump up out of the trenches and go at each other with bayonets or in a mad rush for each other's throats."

"From my position, from trenches a little behind the actual firing line I saw hundreds of men brought back. They did not seem to be wounded. They were screaming, raving maniacs, driven insane by that maddening roar of artillery overhead."

"I tell you this nation doesn't know anything about war. In fact, this isn't war. It is cold blooded murder. God deliver me from any further sights like those I have witnessed."

THE WORLD FOR ACCURACY

The Home Edition Extra of The Evening World, setting at rest the wild rumors of hundreds killed in the subway by announcing that only one death had resulted, was on sale before noon yesterday. IT WAS THE FIRST NEWSPAPER to print the fact, also the remarkable interview with Fire Chief Kenyon, and a fairly complete list of the passengers overcome and removed to hospitals.

TATUM CASE JURY IN UPROAR AFTER ASKING JUDGE'S AID

Question Court as to Whether Making Opportunities Was Sufficient for Verdict.

WIFE SEEMS DEPRESSED.

Jurors Warned They Must Not Let Sympathy for Pretty Woman Sway Them.

(Special to The Evening World.) MINNOLA, L. I., Jan. 7.—The jury in the trial of the divorce action of John C. Tatum, wealthy middle-aged cotton broker, against his youthful and brilliantly beautiful wife, Mary Jane, received its charge from the court and retired to deliberate at 11 o'clock to-day. After an hour and a half the jury returned for instructions.

Justice Crane elaborated the law on the questions with regard to which they asked and ordered them back. No sooner had the door of the jury room closed on the last man than there were sounds of angry argument within which rose to an uproar which continued for ten minutes. It ceased suddenly and the jury asked to be sent out for dinner.

The point on which Foreman S. D. Smith said the jury wanted enlightenment was whether Tatum was entitled to a verdict if it had been shown that his wife had made frequent opportunities for wrong doing with young Jack Ottman, wholesale butcher.

Justice Crane announced to counsel that he would give the jury until half past 4 o'clock to find a verdict and would dismiss them if they had not agreed.

Justice Crane said with some impatience that he had tried to make the point very clear in his charge. Mere opportunity was not in itself evidence of guilt. But if there were opportunity and also a disposition to misbehave, shown by lovenaking, inviting words and in a thousand and one different ways, the jury might assume that there was wrongdoing.

In his charge, Justice Crane told the jury that they were to set aside all their natural sympathies for a pretty woman and the temptations which might surround her if she were neglected by her husband. It was their duty to decide how she had acted and not to find excuses for her or "give her another chance."

Throughout the charge, the defendant, looking worn and hollow eyed in contrast to her girlish buoyancy and defiant cheerfulness during the trial, sat bowed over the shoulder of her youthful looking father.

Her depression began yesterday when her lawyer, Max D. Steiner, in his summing up, described her as a worldly and spoiled girl who had been brought up in a fast set and taught to associate with men in a way that none of the self-respecting jurymen or herself would permit a wife to act—but yet guiltless.

It was increased when Mr. Steiner described the aming Jack Ottman as a self-important little fool, who had allowed his indiscretion to bring suspicion upon her.

Then came the action of the court in withdrawing from the jury all consideration of her cross suit for a separation from Tatum on the ground of her intimacy with her former friend, and the mother of her little protégée, Helen Chalmers.

The severe charge of the court, ordering the jurors to put all sympathy for her position out of their minds, put the climax on her despondency.

SAILING TO-DAY.

Segurra, Vera Cruz 12 M.
El Oriente, Galveston 12 M.
Alliance, Colon 3 P.M.

EXPERTS SUMMONED TO HELP REMOVE ALL PERILS FROM TUNNEL

Seventy-Seven Victims of Disaster Still in Hospital as Public Service Board Begins Hearing To-Day.

TRAFFIC DROPS AFTER WORST TIE-UP IN HISTORY

Fire Commissioner Asks Mayor Compel Exits in Tube for Use in Case of Emergency.

The Public Service Commission began an open inquiry into yesterday's subway accident this afternoon in the public hearing room in the Tribune Building. Assistant District Attorney L. S. Breckenridge was present to take notes of the proceedings. The Interborough was represented by James L. Quackenbush.

The witnesses scheduled to be heard to-day were C. W. Wilder, chief electrical engineer of the Public Service Commission; Robert Ridgeway, his deputy, and the members of the crew of the Lenox Avenue local which was stalled near the splicing pit in which the short circuit occurred.

Mr. Ridgeway, who was one of the engineers in charge of the electrical installation in the subway, was the first witness. He described at length the equipment at the scene of the accident. The gratings along Broadway at that point, he said, were put in for ventilating purposes and between Fifty-sixth and Fifty-seventh streets a fan was installed for the purpose of clearing the subway from Fifty-fifth to Fifty-ninth Streets of bad air.

The new subways now under construction are being supplied with more and larger ventilating tubes and emergency exits than the old, Mr. Ridgeway said. Experience in the operation of the first subway built has taught the engineers many lessons in construction.

District Attorney Perkins does not appear to be as keen about an investigation as he was yesterday. Thus far neither he nor his assistants has been able to get any evidence upon which to base the assumption that any one is criminally responsible for the accident. He was to have questioned many of the passengers to-day and had sent out subpoenas for sixty of them, but the authorities of the various hospitals informed him that to summon these people now would endanger their health and he has decided to postpone his inquiry. He took the statements of Daniel Walsh, motorman, and Daniel Murphy, conductor, of one of the trains that figured in the accident.

"If short circuits, as General Manager Hedley says, are liable to occur and cannot be prevented," says Fire Commissioner Robert Adamson in a report to Mayor Mitchell to-day "it is indefensible to continue the use of wooden cars."

"Had a wooden car stopped within reach of the fire in yesterday's accident in the subway," the report continues, "it is not necessary to describe what would have occurred. The direct loss of life resulting from panic would surely have been great. We have had repeated warnings of the danger of continuing the use of wooden cars in the subway. They are not allowed in the Pennsylvania tunnel or the McAdoo subway, and, indeed, steel cars are being substituted for wooden ones by the railroads of the country generally."

"Yesterday's fire emphasizes the fact—if it needed any emphasis—that wooden cars should be entirely withdrawn and their use prohibited."

WANTS FIRE EXITS BETWEEN STATIONS.

Commissioner Adamson suggests that if an inquiry is to be conducted by the city, or by anybody authorized to do so, Fire Chief John Kenyon, because of his intimate knowledge of the questions at issue, should be given a prominent place in it. The Fire Commissioner also suggests standpipes in the subway so that there would be a ready water supply to quench flames and mentions the possibility of a fire alarm system there. He also favors fire-escapes between stations to permit quick egress in case of danger of any kind.

As a result of yesterday's accident the elevated railways and the surface cars carried more passengers than ever before in their history. An